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MEMORANDUM

March 12, 1987

TO: BOSTON REDEVELOPMENT AUTHORITY
AND STEPHEN COYLE, DIRECTOR

FROM: PAUL REAVIS, ASSISTANT DIRECTOR FOR
ENGINEERING AND DESIGN SERVICES
MITCHELL FISCHMAN, DEPUTY ASSISTANT DIRECTOR FOR
URBAN DESIGN AND DEVELOPMENT

SUBJECT: AUTHORIZATION TO ENTER INTO A MEMORANDUM OF
UNDERSTANDING WITH PUBLIC WORKS DEPARTMENT AND OFFICE
OF CAPITAL PLANNING REGARDING ENGINEERING DESIGN FOR
SIDEWALK IMPROVEMENTS TO BOYLSTON STREET IN THE BACK
BAY, AND ADOPTION OF THE BOYLSTON STREET IMPROVEMENTS
STUDY AS GUIDELINES FOR FUTURE DEVELOPMENT ALONG
BOYLSTON STREET.

The City of Boston's Office of Capital Planning allocated to the City's Public Works Department up to \$400,000 in its Fiscal Year 1987 allocation for purposes of preliminary engineering design for sidewalk and streetscape improvements for Boylston Street in the Back Bay. The Public Works Department has requested the Authority's Engineering Department to contract with and manage consultants needed to implement an effort which will create preliminary design plans for Boylston Street's sidewalks between Arlington Street and Massachusetts Avenue in addition to contract drawings and specifications for two demonstration blocks on Boylston Street's northside between Clarendon and Exeter Streets. The Authority will request for proposals to complete this work and contract with a selected contractor.

The City's Office of Capital Planning and Public Works Department have requested that the Authority enter into a Memorandum of Understanding which will allow the Public Works Department to reimburse the Authority for consultant activity undertaken for this effort.

Key features of the Boylston Street Improvement Program are new street trees uniformly located along the street; adoption of standard double-acorn light fixtures on a taller light standard; emphasis on granite or brick sidewalk paving as a standard; and introduction of street furniture and planting beds for seasonal flowers, where possible.

To facilitate implementation of a Boylston Street improvements program, which strongly depends on uniform "streetscape" elements being introduced, it is recommended that the Authority adopt the Boylston Street Improvements Study (attached), a Report of the Boylston Street Zoning Study. It is also recommended that this report be made available to developers and property owners along Boylston Street in the Back Bay which references these "community standards" to be considered by all future developments.

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It is also recommended that the Director be authorized to enter into a Memorandum of Understanding with the City's Office of Capital Planning and the Public Works Department to allow the Authority to contract with consultants for purposes of engineering design services for completion of a preliminary design for sidewalk, landscaping and street lighting improvements for Boylston Street between Arlington Street and Massachusetts Avenue and for preparation of contract drawings and specifications for such improvements on two demonstration blocks between Clarendon and Exeter Streets on Boylston Street's Northside, at a cost not to exceed \$400,000, with funds to be provided by the City of Boston's Public Works Department.

Appropriate votes follow:

VOTED: That the Director be, and hereby is authorized to enter into a Memorandum of Understanding with the City's Office of Capital Planning and the Public Works Department to allow the Authority to contract with consultants for purposes of engineering design services for completion of a preliminary design for sidewalk, landscaping and street lighting improvements for Boylston Street between Arlington Street and Massachusetts Avenue and for preparation of contract drawings and specifications for such improvements on two demonstration blocks between Clarendon and Exeter Streets on Boylston Street's Northside, at a cost not to exceed \$400,000, with funds to be provided by the City of Boston's Public Works Department.

VOTED: That the Authority hereby adopts the Boylston Street Improvements Study, a Report of the Boylston Street Zoning Study, and makes this study available to developers and property owners along Boylston Street in the Back Bay as it references those "community standards" to be considered by all future developments.

